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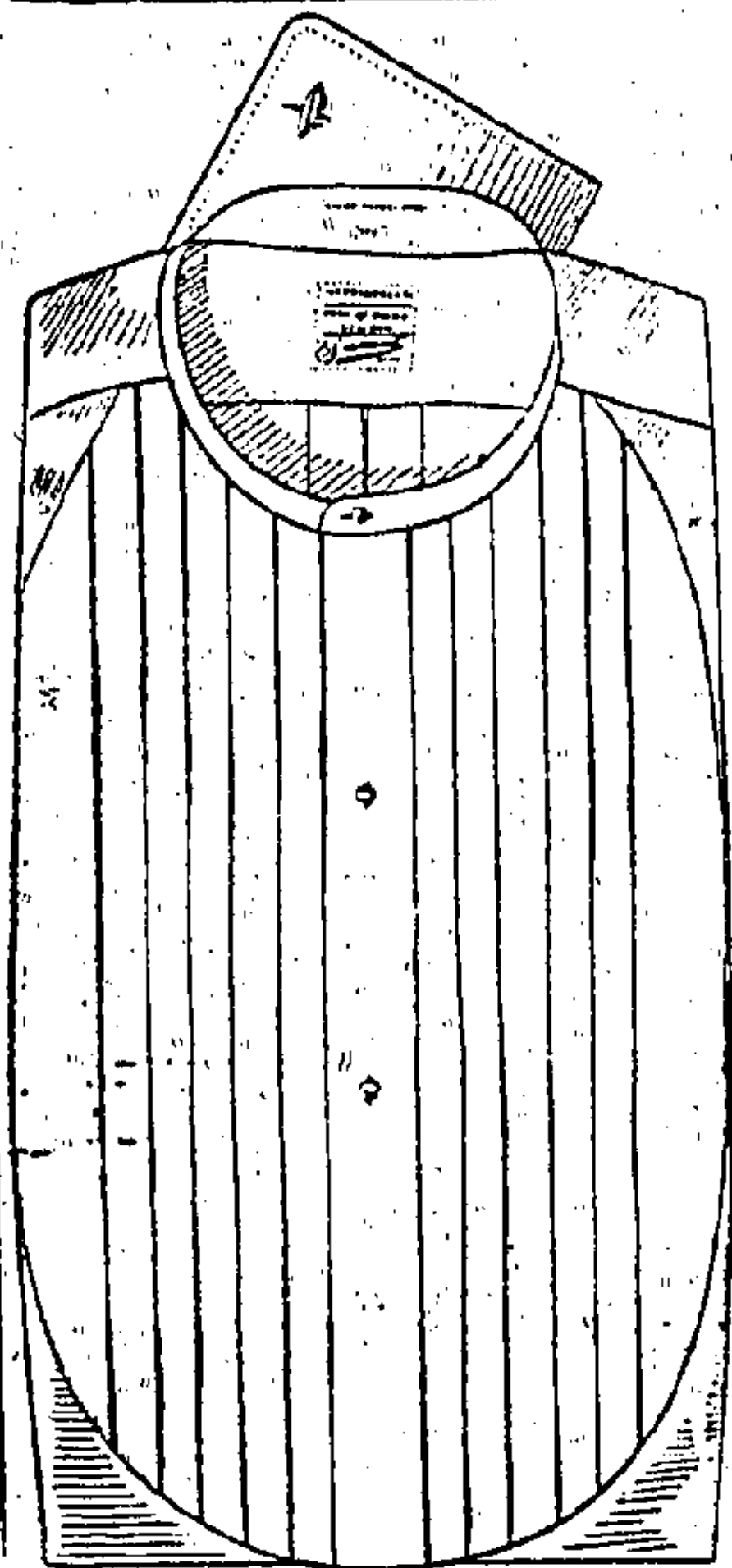
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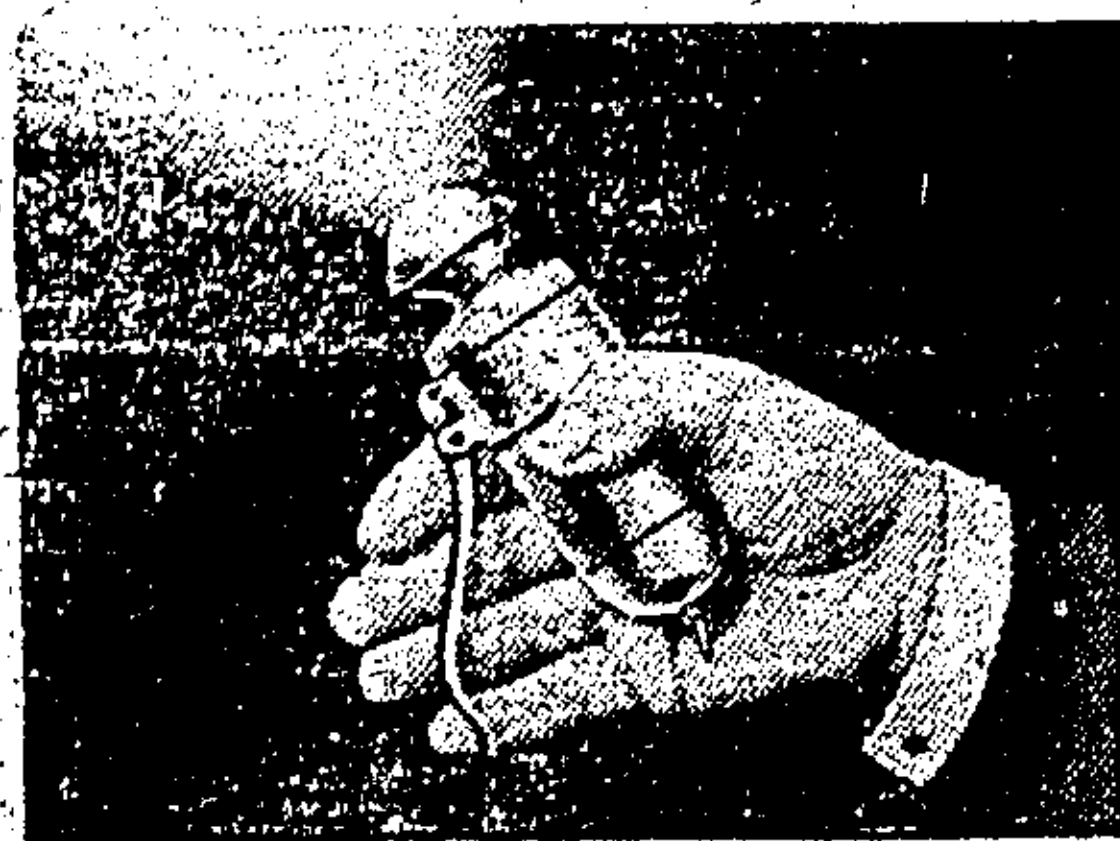
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## HONGKONG WEEKLY SHARE REPORT.

HONGKONG, July 20th.

Our last Report was dated the 13th of July, and the past week shows a fair volume of business. Money still continues to be very plentiful, and there is more enquiry for investment stocks.

There is no change to report in the Shanghai market, and until the political horizon is clear, we cannot hope to see much improvement in Cottons generally.

Banks.—Hongkong and Shanghai Banks have risen to a buying rate of £120 in London, and have been dealt in locally at \$1.125, and the interim dividend of £2 payable in August.

Marine and Fire Insurance.—A small enquiry for Cantons has lifted the price to \$625, at which sales have taken place. Hongkong Fire has also improved to \$475. Unions are sought after at \$220.

Shipping.—"Star" Ferries are wanted at \$33, Steamboats at \$41, whilst Indo-China Deferred are on offer at \$158.

Refineries.—China Sugars have eased off, and shares are obtainable at \$220 each.

Docks, Wharves and Godowns.—Kowloon Wharves have sellers at \$102, and buyers at \$160, and Whampoa Docks have been done at \$150. Shanghai Docks are in strong demand at \$150.

Lands, Hotels and Buildings.—There has been very little business in this section during the week under review. Hongkong Hotels having been done at \$322, Hongkong Hotels (Old) at \$271, and Hongkong Hotels (New) at \$251. Kowloon Lands have sellers at \$32.

Oils and Mining.—"Shell" Transports are with buyers offering 70/- and Langkats \$15.

Electric Companies.—China Lights have been placed up to \$101 for the Old shares, and Hongkong Electric at \$35 and there are small buyers of the latter stock at this rate.

Cotton Mills.—The market remains quiet, and with the exception of small sales of Ewo Cottons at \$12, and Shanghai Cottons at \$15, very little business has been transacted. The latter Company has declared a dividend of \$1.31 per share for the year ending 30th June, 1933. The profit for the year amounts to \$140,000.

Miscellaneous.—China Providents are wanted at \$241, Cements at \$30, Dairy Farms at \$251, and Watsons at \$301. There are small sellers of Boreas at \$313, and Constructions at \$75. Realities have been sold at \$21 and Lane, Crawford at \$171. Peak Trams continue in request at \$131.

### COMPANY REPORT.

The Shanghai Dock & Engineering Co., Ltd.—The net profit for the year ended April 30th, 1933, including the amount brought forward from last year, is \$15,514,547.76, which the Directors at the annual meeting will recommend be dealt with as follows:—

Pay a dividend of \$15, 7.50 per share (10 per cent.) \$15,400,000.00  
Carry forward to new account 102,547.76

Total \$15,502,547.76

BENJAMIN AND POTTS.

### HONGKONG SHARE MARKET

#### CLOSING QUOTATIONS

July 20th, 1933.

Canton Insurance	\$ 625 b.
Union Insurance	\$ 217 b.
"Star" Ferries	\$23 b. 44 ss.
Kowloon Wharves	\$ 141 s.
Shanghai Docks	\$150 b. 101 ss.
Hongkong Land	\$ 271 s. & ss.
Ewo Cotton Mills	\$12 b.
Cements	\$ 30 b. 304 s.
China Providents	\$ 241 s.
Watsons	\$ 301 b.
Hongkong Trams	\$ 131 b. 24 ss.

b—buyers; s—sellers; ss—asked.

### OAKS DAY AT EPSOM.

#### FAVOURITE UNPLACED.

After an exciting race the Oaks, at Epsom, on June 8th, resulted as follows:

Brownhylda	(V. Smyth) 1
Shrove	(C. Elliott) 2
Teresina	(G. Hulme) 3

There were many changes in the positions during the last quarter of a mile, and the vigorous riding of V. Smyth played an important part in the success of Brownhylda. The filly won by a neck, with the third only a head behind. Lord Derby's Tranquil, which was a hot favourite, finished fourth. The owner of Brownhylda, Viscount de Fontenay, is a member of the French Jockey Club, and is a family personality in sporting circles in England and France. His horses in this country are trained by R. C. Dawson, at Whitcombe.

### COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years' experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 53, Queen's Road Central—Advz. [101]

### HUSBAND AND WIFE.

#### JUDGMENT ON AN INTERESTING LEGAL POINT.

The Summary Court case in which an interesting legal point was raised as to whether a husband can bring an action to recover the amount of a doctor's bill in connection with injuries suffered by his wife was concluded yesterday afternoon when his Lordship the Puisne Judge (Mr. H. H. J. Gompertz) delivered a written judgment on the case.

The case was one in which a Chinese (named Ip Chun Sang) sued a firm of building contractors (the Tung Shing firm) for damages caused by the alleged negligence of the defendant, or his servants, during blasting operations in the vicinity of the plaintiff's house at Quarry Bay. The claim included an item for medical expenses for the plaintiff's wife, and Mr. Davidson contended that the husband had no right to sue and based his argument on the Married Woman's Property Act of 1905.

Mr. Russ on the other hand argued that the husband was liable to pay for all necessities supplied to his wife and to provide her with proper medical attention.

In delivering judgment his Lordship said: The liability of the defendant is admitted but the amount of the damages is in dispute. The question is also raised whether the plaintiff can recover the cost of medical attendance to his wife, for which he has paid. It is argued that since the Married Woman's Property Act he cannot do this.

Addition on Torts (7th edition—page 77) was referred to and the case of Hall v. Hollander was cited. In that case a father was held not entitled to recover for injuries to his infant son. The decision was that loss of service was the gist of the action, and that the child by reason of his age was incapable of performing any service. As for expenses it did not appear that any had necessarily been incurred.

In the case before me, of course, the wife could have sued alone for her personal injuries. She could not have sued for medical expenses as these were not incurred by her.

In the case of Bensley v. Roney, a husband and wife sued the London General Omnibus Company to recover damages for personal injuries to the wife. The husband recovered for expenses and the wife in respect of personal injuries. Divisional Court held that the money recovered by the wife was her separate property.

I think it undesirable that the defendant should be harassed by a new action by the wife, and I propose therefore, if the parties agree, to amend the writ by joining the wife as plaintiff and assessing the damages on that basis once and for all.

Mr. Russ intimated that he did not object to the writ being amended but Mr. Davidson objected on the ground that he had received no instruction from his client, on that point.

After some little argument between the Bench and Mr. Davidson his Lordship decided to over-rule the objection.

Mr. Davidson: If your Lordship decides in that way I don't see why you should not give judgment for the husband on the claim as it stands.

His Lordship: Well, I will. I will give judgment for damages as follows:—I give plaintiff for loss of wages, \$25; medical expenses, \$21; clothing, \$10; furniture, \$10; wife's medical expenses (to include future expenses), \$100; suffering (husband and wife), \$50; making a total of \$216.00.

### CARELESS BLASTING. DANGERS ON STUBBS ROAD.

THE C.S.P.'S NARROW ESCAPE.

Mr. E. D. C. Wolfe, the Captain Superintendent of Police, prosecuted in a summons for careless blasting heard by Mr. C. D. Melbourne at the Magistracy. Defendant was a representative of the Hap Lee contractors, 76, Shanghai Street, Yau-mat, who are carrying on building operations at the hairpin bend on Stubbs Road.

On June 17th, at about 5.30 p.m., Mr. Wolfe was proceeding up Stubbs Road in his motor-car. On approaching the junction with Bowen and Wong Nei Chong Roads he was "stopped by a man frantically waving a red flag."

Mr. Wolfe went on to say:—I knew blasting must be in progress on the new site at the junction of the two roads so I moved forward to get along to Wong Nei Chong Road to be out of the way. However the man with the flag insisted on my not advancing, so I began to go back when an explosion took place. Debris, stones etc. fell into the bushes all round us and one piece of rock almost the size of a loaf of bread went over us into the bushes below.

Mr. Wolfe contended that the situation of the operations in relation to the many approaches required the contractor to have at least three men to warn approaching pedestrians and motor-cars. He only had two, one of whom was properly placed some distance from the junction on the upper part of Stubbs Road. The other who stopped Mr. Wolfe was at the hairpin bend. He should have been much further down to prevent cars going up. The C.S.P. went on to say that since June 17th, the same state of things had prevailed and he believed that the contractor did not understand what was required to make the precautions useful and effective. He had explained in Chinese to the men on the spot but no change had been made. As there were a good many people using the roads he asked for a fairly heavy penalty. Mr. Wolfe added that if contractors engaged in blasting did not know what was required they could apply for assistance.

His Worship imposed a fine of \$100 with a caution.

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## THE DISPUTED FLOUR CONTRACTS.

## JUDGMENT AGAINST MR. ORTON.

At the Summary Court yesterday afternoon His Lordship the Puisne Judge (Mr. B. H. J. Gompertz) delivered judgment in the case in which a Chinese firm sued Moller & Co., of Hongkong for the recovery of \$673, damages due for breach of contract over the sale and delivery of 1,000 bags of flour.

When the case came up for hearing the defendant firm admitted the claim but claimed that they should be indemnified by their ex-manager (Mr. Thos. Orton, now of Messrs. Stephens & Co., of 16, Queen's Road Central) in that he had entered into the contracts without the authority of the Directors.

In delivering judgment His Lordship said: The plaintiffs are suing the defendant Company for damages for breach of a contract to deliver flour. The Company has brought in a third party, claiming to be indemnified by him under sec. 85 of the Code. Neither the Company nor the third party contest the plaintiffs' claim, and judgment has accordingly been entered for the plaintiffs against the Company. The question I have now to decide is whether the third party is liable to indemnify the Company.

Moller & Co. (Hongkong), Ltd., was incorporated in 1918, with a capital of \$50,000 in 1,000 shares of \$50 each. Mr. Nils Moller of Shanghai held 700 shares; Mr. Williamson, 200; and other persons from time to time held from one share each to qualify them to act as a director. In October, 1921, Moller, as permanent Director, appointed Mr. Orton, the third party, who had been in his employ in Shanghai, to be a Director and General Manager of the Company in Hongkong. Orton received one share to qualify him as a Director, and was given a power of attorney which empowered him, *inter alia*, to do all acts and things and to execute all such deeds and instruments as in his opinion may be necessary for carrying on and transacting the business of the Company. It is not contested that as far as concerned persons dealing with the Company Orton had very full powers—he could do anything the Company could do. Now the objects clause of this Company's Memorandum is exceedingly comprehensive as is the fashion with modern companies. Take clause (1):

"To establish and carry on business and to get as merchants, bankers, traders, commission agents, shipowners, carriers, transport agents, insurance agents in all its branches, shipping agents, contractors, marine or general importers, or in any capacity in Hongkong, Shanghai, Japan, India and the United Kingdom or elsewhere, and to import, export, buy, sell, either for cash or on credit, barter, exchange, pledge, make advances upon or otherwise deal in goods, produce, articles and merchandise."

Obviously this is intended to cover almost every branch of mercantile activity.

The Company's case, however, is framed as follows:—However wide and general the terms of its appointment, Orton had, in fact, no authority as between himself and the Company, to make these flour contracts. His making them is a breach of duty, and an undertaking by him to indemnify the Company against any loss. Let us see what was the class of business ordinarily done by the Company. Moller says that the business of the Company is shipping—the operation of ships; it had dealt in coal but not in flour or in any other kind of merchandise. He explains that they needed coal for their ships on charter. Orton knew all about Moller's business—he had been in the Shanghai office, and he was therefore given no special instructions when he took over the management in Hongkong.

It was suggested for Orton that transactions in flour were done by the Company when Williamson was manager. Williamson gave evidence, from which it appears that the Company had no agency in flour as its own account. It had on one occasion, acting for shippers, sold on commission a consignment of Australian flour which the local purchasers had failed to accept. Williamson says that practically no mercantile business was ever done. For transactions of any size instructions were obtained from Shanghai, or the matter was arranged between the local directors. But, speaking generally, coal and shipping were the only business of the Company.

Moller states that, with his permission, Orton on one occasion bought two cargoes of coal from Japan, but this was for the use of their own vessels on time charter. Orton subsequently sold a portion of this coal. A little rice was once sent to Australia, but this was agency business on commission. Possibly 100 tons of rice were sent to Mauritius for friends on one of the Company's ships, but it was a small matter, and Moller says he does not remember it. But there was no dealing in any other merchandise to his knowledge.

Now the evidence on this point is clear and definite, and it is uncontradicted, and the general result is that I am not satisfied that Orton had any authority to deal in flour. He was, after all, a salaried agent—he reported to Moller from time to time, and submitted monthly accounts. If he desired to embark on transactions outside the ordinary business of the Company I think that it was his duty to ask for instructions, and it seems to me that flour was outside its ordinary business.

I will now briefly examine the history of these deals in flour. About the end of August, 1922, Orton commenced advancing money to one Mayer, who represented himself as connected with a flour milling business in Buenos Aires. These moneys were taken from the Company's funds. The total amount paid over from time to time was \$5,000. About this time Orton informed Xavier, the Company's Secretary, that he was in treaty for the sole agency of a South American flour. At the end of August or in early September he contracted to buy flour from Mayer, and by about the middle of November his purchases of this kind for the Company amounted to 2,300 tons at an aggregate price of over \$180,000. Contracts for resale of this flour to Chinese were made from time to time by Orton in the Company's name; and the claim of plaintiff in this action is on one of these contracts.

On 27th October, 1922, Orton writes from Hongkong to Moller in Shanghai a letter of over five pages dealing with various details of the business. He states that he is negotiating with a personal friend, D. M. Mayer, of Mayer & Co., flour merchants, Buenos Aires, who are opening up the Eastern markets for their flour. Orton has been offered the sole agency, on very favourable terms, and he proposes to work the business with the Company on the basis of equal division of profits. The letter encloses a draft of his agreement with Mayer. Here I point out that Orton makes no mention in this very lengthy letter either of the advances to Mayer or of the flour contracts by which the Company is already bound. Moller replies wishing Orton success; he will discuss the matter of the participation of the Company when he comes to Hongkong.

In December Orton goes to Shanghai at Moller's request for a business discussion. There a conversation takes place which is of the greatest importance. I will give for the present Moller's version only. Orton's story is quite different—I will come to that later. Moller says that he was not satisfied, and he then sent for Xavier, the Secretary, and bookkeeper in the Hongkong Office, and as a result of what Xavier told him, he himself came to Hongkong in February. He then discovers, for the first time, that a flour account had been opened in favour of Mayer. This Orton admits. He agrees that he had never reported the advances made to Mayer in his letters to Moller, and that he said nothing about him during his visit to Shanghai in December. His excuse is that on his return to Hongkong, in late December or early January, he took over this duty himself. Moller says that he also learnt for the first time in February of the existence of the flour contracts. He taxed Orton with deceiving him, and says that the latter admitted he was in fault, and promised to take the whole responsibility for the contracts. He pressed Orton for a written undertaking to that effect.

Orton's reply is dated March 22nd. He says that the contracts were entered into before Moller declined to take up the flour business and were made in the firm's name and for the firm's benefit. He will do his best to get the outstanding contracts either transferred to Mayer or cancelled. But he does not accept personal responsibility. This letter was handed to Moller as he was leaving the Colony; he replies from Shanghai on April 5th. He recapitulates the history of the agency proposal and charges Orton with having distinctly told him in Shanghai that the flour contracts had been entered into. To this letter Orton has never made any reply. His explanation is that he was waiting for Moller's return to Hongkong to talk the matter over.

I will return to the interview at Shanghai in December. Orton says that he informed Moller of these contracts and intimated that it might be better to cancel, as there were rumours about Mayer; if there were any doubt he himself would prefer to cancel. He says that Moller's reply was that it would be a pity to cancel as they were making such good profits.

The importance of this conversation is, of course, that if Orton's story is accepted, and if Moller was informed of these contracts, and with full knowledge of all the circumstances, chose to ratify and accept them, then, in view of Moller's position in the Company, the latter is stopped from holding Orton responsible. If the Company has adopted these contracts, clearly it must abide by the result.

The two versions of this conversation are quite inconsistent. Which of these two witnesses is telling the truth?

Now Orton admits that about the end of November he had made up his mind that Mayer was a shady character. He had definitely ascertained just before he left for Shanghai that Mayer had told him a lie about a vessel he had represented as bringing wheat to the Colony. Yet he says in answer to a question from me that he did not tell Moller what I have just told the Court about Mayer. I may have hinted that Mayer was shady. I don't know that I said this. The comment on these answers is obvious. It would be impossible for an honest agent, acting fairly and candidly with his principal, to mention the contracts at all, without full disclosure to that principal of everything he knew as to the unsatisfactory character of the contractor. And again it would be extraordinary if any reasonable business man, learning what Orton knew, should elect not to cancel the contracts when he had the option to do so but to keep them on as Orton says Moller did.

If the agent was dealing fairly with his principal at this interview, why did he conceal the loan to Mayer of \$5,000 out of the Company's funds? In this connection, it is interesting to refer to Orton's letter of October 27th. The writer says that a certain bank is pressing for payment in respect of the Company's indebtedness. \$5,000 is needed to show good faith. He notes that Moller is unable to make any remittance and anticipates that it is only a matter of time before they would be closed down. However, if Moller can send \$2,000 that might save them. But at the date of this letter Orton had, without Moller's knowledge or consent, advanced \$5,000 to Mayer and this loan was still outstanding.

I have already pointed out that no reply has ever been forthcoming from Orton to the charge in Moller's letter of April 5th—that Orton had told him in Shanghai that he had done no flour business. Again if it is true that at the December interview in Shanghai Orton mentioned the flour contracts and suggested cancelling them, but Moller elected to keep them on, why is there no reference to this most important fact in the letter of explanation and apology which Orton writes on March 22nd?

I can come to no other conclusion than that Moller's account of the Shanghai interview is the correct one; I believe that Orton denied at that meeting that he had made any flour contracts. To come back after these findings to the main issue in the case, I accept the position that Orton made these contracts in the Company's name and that if they have been profitable the Company would have had the benefit of them. I find that they were made without authority, and that Orton was conscious that he had no authority to make them. In my opinion he believed that he had got a good thing and that the Company would be the gainer by his dealings. But it is clear also that the main object was his own profit—the interest of the Company was a secondary matter. Take his evidence on page 131 of my notes:

"I made these purchases from Mayer to show him that I had a connection and could handle his flour if he gave me the agency business. In the same way I made him the \$5,000 loan to persuade him to come on with the agency business."

He states elsewhere in his evidence that the loan to Mayer was an instalment of the \$50,000 security demanded by the latter under the agency contract. In the light of these admissions the true relationship and close inter-connection of these transactions becomes clear. The flour deals were stepping stones to the agency. The principal's money and credit were pledged to further the ends of the agent. But an agent is not allowed to put his duty in conflict with his interest. It is, of course, true that Orton was willing to share the agency with the Company when he got it. But he obtained it for himself in the first instance, and he might have retained it altogether had he desired. As it happened, the Company, in the end, never came into the "agency contract at all."

I leave then at the conclusion that the Company is right, and that Orton had no authority to make these contracts, and that the making of them was a breach of duty for which he is answerable to the Company. Authority is, I take it, a question of fact. But if I am wrong on this point of fact and if these dealings are covered by his implied authority, even then, in the circumstances of the case, there has been a breach of duty which makes the agent liable. It is possible, that, strictly speaking, third party procedure is inapplicable to a claim of this kind. But the point, which, after all, is true procedure, has never been raised, and the case has proceeded to its conclusion on the basis that the third party has been properly brought in.

I give judgment for the Company against the third party for the full claim and costs.

Messrs. Moller and Co. (Hongkong) Ltd. were represented by Mr. E. G. Corbett; whilst Mr. A. El Arculi appeared for the Mr. Thos. Orton. The plaintiff was represented by Mr. C. H. Lyson.

## SPORT.

## TENNIS.

## I.R.C. v. UNIVERSITY.

The first of the series of the triangular contest to decide the winners of the "B" League was played off on Thursday at the C.R.O. ground between the I.R.C. and University and resulted in a win for the former by 65 games to 34. Scores:

A. H. Rumsdahl and S. A. Ismail beat B. J. An and Hung, 10-1; beat S. A. M. Sepher and S. N. Chau, 10-1; beat D. K. Samy and T. W. Wing, 7-4. A. L. Rumsdahl and S. A. Hussain beat B. J. An and Hung, 8-3; lost to S. A. M. Sepher and S. N. Chau, 5-6; beat D. K. Samy and T. W. Wing, 6-3. D. Rumsdahl and O. Ismail beat B. J. An and Hung, 6-3; lost to S. A. M. Sepher and S. N. Chau, 6-5; beat D. K. Samy and T. W. Wing, 6-5.

The second match will be played on Tuesday, the 25th inst., on the C.R.O. ground between I.R.C. and C.R.C.

## BASEBALL.

## AMERICAN v. JAPANESE.

A baseball game will be played at 5 o'clock this afternoon between an American and a Japanese team on the Hongkong Football Club's ground at Happy Valley.

## INDIANS v. PORTUGUESE.

The following have been selected to represent the Indian Recreation Club in their baseball League match against the Portuguese team at the Happy Valley tomorrow, the 22nd inst., commencing at 5 p.m.:—O. Ismail, J. S. Curran, A. A. Rumsdahl, N. B. Kitchell, R. M. Omar, S. A. Ismail, J. S. Ackbar, S. A. M. Sepher and U. M. Omar. Reserves: S. H. Ismail and A. K. Minu.

## THE ACTION AGAINST THE MEXICAN CONSUL.

## JUDGMENT IN THE PASSPORT CASE.

His Honour the Puisne Judge (Mr. H. H. J. Gompertz) delivered judgment yesterday morning in the Summary Court in the case in which Mr. A. Zuckermann, the Mexican Consul in Hongkong, was sued by a Chinese merchant of Mexico, named Wong Yu-sai, for the return of a passport and other papers issued to him by the Mexican Government.

Mr. M. K. Lo represented the plaintiff and Mr. H. C. Macnamara conducted the case for the defence.

His Lordship, in delivering judgment, said: The facts in this case are simple. The defendant is the Consul in Hongkong for Mexico. The plaintiff is a Chinese subject. It is agreed that on the 4th June last the plaintiff handed to the defendant at his office a passport issued by the Government of Mexico. A Consular visa is required on such passports if the holder desires to proceed to Mexico. Subsequently the plaintiff made application for the return of the passport but it has been withheld. The plaintiff's claim is for its return and damages, or in the alternative for damages only.

Now, the defendant's evidence is as follows:—Passports are by Mexican law Government documents, the property of the State. They are good for two years, but can be re-called at any time if they are irregular or are inapplicable to the person holding them. Consuls are instructed by the Mexican Government to impound all passports irregular in either of these respects and return them to the Ministry for Foreign Affairs. Mr. Zuckermann states that, for reasons, which he gives, he formed the opinion that this passport was irregular. He retained it therefore, and has forwarded it to the proper department in Mexico. It seems to me quite clear that the plaintiff can recover nothing.

I take it that an alien, who is granted a passport by the Government of a Sovereign State, receives and holds that passport subject to all Regulations governing such documents as that State may choose to enforce. If the issuing State, for reasons which seem good to itself, decides to cancel or withdraw the document and to determine the privileges secured under it, I do not conceive that any right of action accrues to the grantee. There is no breach of duty or of contract of which a Municipal Court can take cognizance. The remedy, if any, is by representation—diplomatic or otherwise—to the Government of the issuing State.

It follows that no action will lie in our Courts against the agent—in this case a Consul, who purports to act in accordance with the Regulations governing its passports made by the issuing State.

There is a note in Hall's International Law (9th edition—page 313) as follows:—"For obvious reasons a Consul is not liable to the Courts for acts done by order of the Government from which he holds his commission."

The proposition may be criticised as being too broadly stated—and also perhaps on the ground that it is not based on any decision of the Courts. There must be, however, obvious cases which fall within—and illustrate it, and this, in my opinion, is one of them. That no decision is reported on similar facts is no doubt because no such action has heretofore been brought.

I have delivered a written judgment at the particular request of the plaintiff's solicitor whose very able argument I desire to acknowledge. But on the facts his case is, I think, a hopeless one.

His Lordship then delivered judgment for the defendant with costs.

The Puisne Judge added, after delivering judgment, that certain questions were put in cross-examination which reflected on the good faith of the defendant. In his opinion it would have been better if they had not been put. There was no evidence whatever on which the suggestions were founded. The suggestions were really in the air.

## BRIGHT LIGHT FISHING.

## SERIOUS PORT DANGER.

Three Chinese were prosecuted at the Marine Magistrate yesterday for fishing in Capinpinin Pass with the aid of unscrupulous incandescent lights. Sergeant Johnson of the Water Police said that they were directly in the track of the Canton and West River steamers approaching port and as soon as they knew the police were coming they put their lights out. As a result he could only arrest three offenders out of at least a dozen.

The Marine Magistrate (Commander Beekwith) fined each of the defendants \$15, or in default, a month's imprisonment, saying: "Bright light fishing is becoming a serious danger to this port. A large area of water has been allocated for this particular class of fishing, yet not content with this, fishermen are always attempting to fish in the entrance to the harbour."

## REAL PERSIAN RUGS.

WE HAVE JUST RECEIVED A SMALL LOT AMONGST WHICH ARE SOME VERY FINE EXAMPLES OF THE DAGHESTAN, BALUCHISTAN AND KURISTAN WEAVES.

THIS IS A UNIQUE OPPORTUNITY TO SECURE ONE OF THESE BEAUTIFUL RUGS AT PRICES CONSIDERABLY LESS THAN THEIR REAL COST.

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## RUGS IS INVITED.

SIZES RANGE FROM

5' 10" x 3' 7" To 16' 10" x 11' 0"

PRICES—

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## COTY'S

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**Emeraude, Origan,  
Ambre-Antique,  
Jasmin & Lilas, etc.**

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## COLUMBIA



## NEW PROCESS DANCE RECORDS.

3876 AUNT HAGAR'S BLUES Fox Trot	3873 RAIL ROAD MAN Fox Trot
(WET 'O' THUMB)	(BUGLE CALL RAG)
3883 SOUTH SEA ISLES	3870 THE WORLD IS WAITING
(I'D LOVE TO HAVE YA)	(ROSES OF PICARDY)
3874 SWINGING DOWN THE LANE	3861 HONEY MOON TIME Waltz
(SOME LITTLE SOMEONE)	(RIVER SHANON MOON)

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## New Stock of GENTLEMEN'S STRAW HATS

Just Unpacked.

These are "Light in Weight" and "Filled with the Famous BOSTON Fitting The Acme of Comfort."



New Shipment of

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is Pure Silk and Artificial Silk in many SMART DESIGNS and Finest Colors.





## NEW ADVERTISEMENTS

## NOTICE

NOTICE IS HEREBY GIVEN that the Registered Office of MOLLER & CO. (H.K.) LTD., have been transferred to No. 5, QUEEN'S ROAD CENTRAL. [1078]

## FOR SALE.

5,000 FEET OF STEEL CABLE in Good Condition 3 1/2 inches Circumference.  
Apply to  
PEAK TRAMWAYS CO., LTD.,  
Alexandra Buildings.  
[1077]

## PROMENADE CONCERT.

TO-NIGHT  
AT 9.15 P.M.

## VOLUNTEER PARADE

GROUND.

ADMISSION ..... \$1.  
KING'S REGIMENT BAND.  
VOCALISTS. [1083]

## PUBLIC AUCTION.

THE Undersigned have received instructions from THE HONGKONG DAILY PRESS, LTD., to sell by Public Auction, on  
THURSDAY, the 26th JULY, 1923, commencing at 11 A.M., at their Old Premises, No. 104, DES VEAUX ROAD CENTRAL.  
One GAS ENGINE by T.H. & J. DANIELS LTD.  
One GAS MAKING PLANT and  
One (Second-hand) PRINTING MACHINE. Large Size, by MILLER & RICHARD and One Lot Sundries.  
On View from Tuesday, the 24th July, 1923.  
LANMERT BROTHERS, Auctioneers. [1081]

## THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BEN LAWEES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 3rd prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 10 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 20th July, 1923. [1079]

## SS. "COMMANDANT DORISE"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from AMSTERDAM, MIDDLESBROUGH & ANTWERP, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 26th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 30th instant, or they will not be recognized. All damaged packages will be examined on Thursday, the 26th instant, at 10 A.M., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. R. RODENFUSSEL, Acting Agent. Hongkong, 20th July, 1923. [1080]

## FOR SALE

4 CYLINDER, 5-Seater "OLDSMOBILE" CAR. In First Class Running Order. Has run 7,000 miles.  
Apply Box No. 1070,  
c/o Hongkong Daily Press.  
[1070]

## TO LET

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor.  
Apply  
UNION INSURANCE SOCIETY OF CANTON, LTD.

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.,  
SHARE AND LAND BROKERS.

No. 8, Des Vaux Road,  
2nd Floor.  
Telephone No. C. 4304. [107]

## INTIMATIONS

## NOTICE OF REMOVAL

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 16th July, 1923.

## NOTICE

THE Interest and Responsibility of Mr. THOMAS FREDERICK ROUGH in our Firm have Ceased.  
HUGHES & HUGHES.  
Hongkong, 18th July, 1923. [1088]

## G. R.

## NOTICE

TO OWNERS AND DRIVERS OF MOTOR VEHICLES.  
THE Coastal Road between CASTLE PEAK and TAI WAI is CLOSED TO MOTOR TRAFFIC. The Coastal Road from the Junction of the Tai Wai Road to TAI WAI is NOW OPEN TO TRAFFIC.  
E. D. C. WOLFE,  
Captain Superintendent of Police.  
Hongkong, 18th July, 1923. [1072]

## THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the Six Months ending 30th June, 1923, will be PAYABLE on WEDNESDAY, 27th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from Thursday, 26th July, to Wednesday, 31st August (both days inclusive), during which period no Transfer of Shares can be registered.  
By Order of the Board of Directors,  
JOHN ARNOLD, Secretary.  
Hongkong, 10th July, 1923. [1080]

## CHINA SEAS.

HONGKONG HARBOUR.

AS from the 23rd JULY, 1923, and until further Notice Two (2) Junks will be employed in taking Soundings and Boreings in the Harbour on a Line from STATUE PIER to HOYT'S WHARF.  
Each of the said Junks will exhibit—  
By Day—On the Foremast a Red Ensign and 4 feet below a Black Ball 2 feet in diameter.  
By Night—On the Foremast 2 Red Lights in a Vertical Line one over the other 4 feet apart; and at the Bow and also at the Stern one White Light, each of the White Lights is to be placed 6 feet above the Gunwale.  
All Vessels are Warned to give These Junks a Safe Berth and to proceed at Slow Speed when passing.  
C. W. BECKWITH, Harbour Master, &c.  
Harbour Office, Hongkong, 16th July, 1923. [1069]

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

## THE M/S

## "AUSTRALIEN"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of July, 1923, will be subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 26th of July, 1923, at 10 A.M. All Claims must reach us before 26th of July, 1923, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents. [1074]

## SS. "CHAMBERLAIN"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from MARSEILLE, LERES, &c., also Cargo ex. "VILLE DEVERDUN" and "MIN" from HAVRE, COGNAC, &c., in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter, Goods remaining undelivered after the 26th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 29th July, 1923, or they will not be recognized. All damaged packages will be examined on Wednesday, the 25th inst., at 10 A.M., by Messrs. Goddard & Douglas. No Fire Insurance has been effected. R. RODENFUSSEL, Acting Agent. Hongkong, 19th July, 1923. [1071]

## INTIMATIONS

## SOCIETY OF ST. VINCENT DE PAUL.

MEMBERS are Reminded that the FEAST to the Society's Patron, ST. VINCENT DE PAUL, will be Celebrated on SUNDAY, 22nd JULY. A GENERAL MEETING will be held at 11 A.M. at the Mission House, CATHOLIC CATHEDRAL. Mr. W. G. FITZGERALD, B.A., has kindly consented to address the Meeting on "The Catholic Church and Labour." Members and their Families and Friends are invited. It is hoped that all Members will endeavour to be Present.  
F. H. BARNES, Acting President General. [1075]

## PEAK CHURCH.

ON the Remaining SUNDAYS in JULY and the SUNDAYS in AUGUST there will be EVENING SERVICE at 6.30 at the PEAK CHURCH. The Preacher on July 22nd will be Rev. J. KIRK MACONACHIE, and on the following Sundays the Rev. A. D. STEWART. All Seats are Free. [1087]

## THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

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CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swat w. Macao, Canton and all Commercial centres of China and abroad.  
PROMPT SERVICE.  
Attractive rates for all kinds of Deposits. Inquiries are welcome.  
T. H. MAL, Manager. [1082]

## THE AMERICAN EXPRESS CO., INCORPORATED.

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Every approved Banking Shipping and Travel Transaction.  
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## RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) .....	50,000,000
RESERVE FUND .....	25,000,000
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PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.  
Banque de Paris et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.  
SAN FRANCISCO: The Crocker National Bank of San Francisco.

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Changchun Hankow Manchouli Tientsin Chefoo Harbin Newchwang Urumchi Dairen Hongkong Peking Yokohama Haikow Khabarovsk Shanghai

HONGKONG BRANCH:  
Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Foreign Exchange on the Principal Cities of the World bought and sold.  
E. A. RODGERS, Manager. [537]

## PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—X, XL, XS.

WANTED—British Import Firm desires the Services of FULLY COMPETENT MAN to take charge and build up Business in Siam, etc. Must have Good Connections with the Chinese and have Reliable Brokers. Apply in confidence stating Age, Experience and Salary required to Box No. X, c/o Daily Press Office. [1068]

TO LET—EUROPEAN FLATS in Lee Building, Wanchai, Gap Road. Apply to 32, Kennedy Road. [106]



## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## REPARATIONS SETTLEMENT SUGGESTIONS BY FRENCH PRESS.

PARIS, July 19th.

The newspapers are devoting a great deal of attention to the reparations settlement.

A proposal is outlined by *Le Matin*, under which, for the present, nothing would be asked from Germany except the sums necessary to repair the devastated regions: say 20 milliard gold marks for France and five milliards for Belgium, together with annuities to Great Britain to meet payments to the United States, calculated at between 1,750 and 2,000 millions sterling, which might be covered within the next 10 to 15 years. After these payments had been made, the situation of the different countries would be reviewed, in order to decide how far Germany is able to contribute towards the reimbursement of the war debts of European countries to Great Britain and the United States.

The *Petit Journal* says there is reason to believe that the French Government would not oppose such a settlement, if it were accepted in London, which has already been approached regarding the proposal.

*Le Matin* says that apparently the United States is disposed to agree to a ten years' postponement for payment of France's debt, and Great Britain could do likewise, provided the ten annuities she has to pay America were assured to her during this period.

EARLIER CABLES.

## BRITISH CABINET CONSIDERS REPLY.

LONDON, July 19th.

A two hours' meeting of the Cabinet to consider the reply to Germany did not reach a decision.

It is now thought that its despatch to the Allies and the United States will possibly be deferred till next week.

## FRANCO-BELGO RUHR.

## BRITISH FORCES IN OCCUPIED GERMANY.

LONDON, July 19th.

In the House of Commons, replying to Mr. Oliver and Sir Locker-Lampson, Mr. Baldwin stated that the approximate annual cost of the British forces in occupied Germany was £1,800,000. The cost of occupation to December 31st had been fully met, including, in the case of Great Britain, receipts under the Reparations Recovery Act. Great Britain was still receiving from the latter source sufficient to cover the occupation costs.

LATEST CABLES.

## THE FARCICAL MARK.

DOWN TO 2,000,000 TO £1.

LONDON, July 19th.

German Marks fell to 1,450,000 to the sovereign.

German marks this morning fell again, by 100,000 stages to 2,000,000 for the pound sterling.

## MARKETING OF COTTON.

## TEXAN PLANTERS' CO-OPERATIVE SCHEME.

NEW YORK, July 19th.

A representative from the Bureau of a cotton association, comprising 30,000 Texan planters, is at present in New York for the purpose of arranging a loan of \$40,000,000, with a view to financing a co-operative effort for marketing a quarter million bales of cotton.

## SURVIVORS OF THE

## "TREVESA."

## PROCEEDING HOME ABOARD THE "GOORKHA."

PORT LOUIS, July 19th.

The crew of the *Trevessa* are proceeding home aboard the *Goorkha*. The local fund for the widows and survivors closed at seventeen thousand rupees.

## PROHIBITION PROSECUTION.

## DETAINED BRITISH SCHOONER RELEASED.

BOSTON, July 19th.

At a conference of Customs and Treasury officials, the captain of the coast-guard cutter *Oreipe* and the captain of the *Kaduskah* counselled it was decided that the *Kaduskah* had been illegally detained.

The schooner has now proceeded on its voyage to St. Pierre, but the captain has deposited \$5,000 bail against his re-appearance in court on August 18th.

## FRANCE AND AMERICA.

## ARBITRATION TREATY AGAIN RENEWED.

WASHINGTON, July 19th.

France and the United States have renewed the Arbitration Treaty for five years.

LATEST CABLES.

## THE EGYPTIAN OUTRAGES.

THIRTEEN MEN CONVICTED: FIVE TO BE HANGED.

CAIRO, July 19th.

Five out of thirteen men convicted of conspiring to kill British officials were sentenced to be hanged. The others were sentenced to terms of penal servitude ranging from three years to life. The proceedings against two of those who were sentenced have been quashed.

## TRANS-AMERICAN FLIGHT.

DAWN TO DUSK ATTEMPT AGAIN FAILS.

NEW YORK, July 19th.

Lieut. Maughan abandoned his flight at Rock Springs, Wyoming, owing to a broken oil pipe.

EARLIER CABLES.

## GERMAN CIVIL WAR RUMOURS.

BERLIN, July 19th.

Probably the earlier semi-official statement has been issued as a reply to the recent Nationalist and Communist allegations that each side was preparing a "putsch," especially the letter from the Nationalist member of the Reichstag, Herr Wulle, to the Chancellor, alleging that the actions of the Prussian Minister of the Interior favouring civil war were to be initiated from the Left.

The Communists also have been making wild allegations with regard to the imminence of a Fascist rising and the shooting down of the proletariat by Fascists trained by Reichswehr officers.

## GERMAN PROFESSORS FOR

## KABUL.

PESHAWAR, July 19th.

A number of German professors are shortly expected to arrive at Kabul to undertake directional and instructional work in the technical department.

## GERMAN PROFESSORS TO

## TEACH AFGHANS.

PESHAWAR, July 19th.

A number of German professors are shortly expected to arrive at Kabul to undertake directional instructional work in the technical departments.

## DOCKERS' DISPUTE.

## MEN RETURN AT LIVERPOOL.

LONDON, July 19th.

The dock strikers at Liverpool have returned to work.

## BISLEY.

## MACKINNON TROPHY.

LONDON, July 19th.

At Bisley, England, with 1,083 points, won the Mackinnon Trophy, Scotland being second, 1,043; Ireland third, 1,026; Canada fourth, 1,022; and Wales fifth, 945.

## CANADA'S WHEAT CROP.

LONDON, July 19th.

The Canadian wheat crop is officially estimated at 500,000,000 bushels, which is 100,000,000 bushels higher than last year's high record.

## PORTUGUESE WORLD FLIGHT.

LONDON, July 19th.

It is learned from South America that the Portuguese airmen, Coutinho and Cabral, who recently flew from Lisbon to Rio de Janeiro, propose to attempt a world flight from Lisbon via Japan and New Zealand.

The scheme will be financed by the Portuguese Government, but Brazil will be invited to participate and provide a crew of the best Brazilian naval airmen.

## INDIAN GOVERNMENT AGAIN

## DEFEATED.

SIMLA, July 19th.

In the Assembly, the Government was again defeated on a motion by Dr. Gour, urging that the Secretary of State for India should frame rules contemplated under the Government of India Act for the delegation of his power to the Government of India.

The resolution was carried by 43 votes to 20.

## NOVA SCOTIA COAL MINERS

## DEFIANT.

STONEY (N.S.), July 19th.

Four thousand coal miners voted in favour of a continuance of the strike in defiance of the cancellation of their charter by the United Mine Workers of America, following their refusal to comply with the order to call off the strike.

## TENNIS IN AUSTRALIA.

## INVITATION TO CRACK PLAYERS.

MELBOURNE, July 19th.

It is reported that the Australian Lawn Tennis Council is inviting America and France, including Mdlle. Longlen, and Great Britain or Spain to send teams to Australia during the coming season, and offers half the profits or all expenses, whichever are the greater.

## OBITUARY.

## REAR-ADMIRAL SIGSBEE.

NEW YORK, July 19th.

The death is announced of Rear-Admiral Charles Dwight Sigsbee, who commanded the United States battleship *Maine* when it was blown up in Havana harbour in 1898.

EARLIER CABLES.

## BRITISH NAVY ESTIMATES.

SINGAPORE NAVAL BASE UNDER DISCUSSION.

HONGKONG BASE NO LONGER NEEDED.

LONDON, July 19th.

In the course of the resumed debate in the House of Commons on the Navy Estimates, Mr. George Lambert, in opposing the Government's proposal, declared that it was an example of scattered strategy as opposed to concentration. He criticised the Government's lack of frankness at Washington in never mentioning the proposal to establish a naval base within 300 miles of the treaty line. He asked if anybody believed that Japan had not taken cognizance of the new base, and that there would not be new naval armaments in the Pacific. There could not be any other reason for Singapore than the contemplation of the possibility of war with Japan. He asked if in such a case how it was proposed to defend Hongkong from Singapore. Did anybody believe that battleships would be sent 1,400 miles to Hongkong from Singapore with all the risk of submarines and mines, and with no base whatsoever in which to shelter.

Captain Hay joined in the condemnation on the ground of the climate. War with Japan would be a race war in which the yellow would be reinforced by the blacks and all the anti-white elements, and we should be unable to hold Singapore on the land side, even if we could do so by sea.

Mr. Darbishire, in the course of stating his objections, said that the scheme had led to Holland planning to spend £17,000,000 on her fleet, and £3,000,000 on three bases in the Dutch East Indies.

Sir A. S. Bann said that the Japanese had far too much sense to think we were going to fight them at once because we are going to establish a base 3,000 miles from Japan.

Mr. Thornton said he thought that Singapore was the most unsatisfactory place in the world to build a dock, because of the climatic and labour conditions.

Vicount Curzon supported the scheme, and he appealed to the House to trust the Admiralty. That this base was very arduously desired by Australia, New Zealand and India had also to be considered. He failed to see why there should be any feeling in Japan that the action was aggressive, seeing that Singapore was six and a half days' steaming from Japan. If a hostile Power ever took possession of Singapore, we could never get them out.

Mr. Spears thought that we ought to know what contribution Australia, New Zealand and Malaysia are prepared to make.

Commander Kenworthy thought that in a generation there would be a great increase in the population of Japan, and the urge to populate Australia might lead to trouble between the two empires, in which case Singapore would be a very important strategic base, but it was useless to make this gesture of hostility towards Japan unless we were prepared to carry the policy through, which he contended, would involve a cost of £25,000,000, as a strong striking force would be necessary at Singapore to prevent foreign troops from landing on the Malay Peninsula, and subsidiary bases in North Australia and elsewhere.

Commander Bellairs said that the charge that we were guilty of sharp practice was ridiculous.

Mr. Penny, supporting the scheme, suggested that, as the base at Hongkong would no longer be needed, the lands and buildings there should be sold, and the money devoted to the Singapore scheme.

LATEST CABLES.

## WHY HONGKONG WAS NOT CHOSEN.

Mr. L. C. M. Amery, First Lord of the Admiralty, replying, said that the meridian 110, in the Washington treaty was chosen solely to make it clear that Singapore was outside the zone of non-action. He pointed out that Japan and the United States were carrying out similar works and contended that Britain had voluntarily denied herself the use of the base at Hongkong and had retired a further 1,500 miles in order to keep it perfectly clear that nothing was further from our thoughts than aggression against Japan or domination of the East.

Responsible opinion in Japan said Mr. Amery, realised that this policy was purely for our own defence. Singapore was useless for offence but was ideal for defence. All we wanted was to be in a position ten years hence again to keep in the Far East and to give the main fleet a reasonable measure of mobility.

Mr. Amery saw no reason whatever why the Admiralty's estimate of £10,000,000 need be exceeded and finally declared that the Admiralty staff were convinced this was the soundest and most economical way of ensuring the defence of the Empire.

The estimates were ultimately adopted, after the debate had been closed by 217 to 130 votes.

[BY COURTESY OF THE "DAILY BULLETIN"]

## JAPANESE PRESS COMMENT.

TOKYO, July 19th.

The reports of the continued discussion of the Singapore naval base project in the British Parliament and elsewhere have evoked a corresponding amount of comment in the Japanese Press, which in spite of the assurances of high naval authorities that the scheme has long been under consideration, must not be taken as a demonstration of the British intentions in the Pacific. The comments show surprise and some alarm at what is regarded as the "new direction" of British naval policy.

Thus the *Asahi*, this morning, says: "The British Government's proposal seems to show a lack of confidence in the Washington Conference, the success of which depends on sincerity in carrying out both in spirit and in letter the high aspirations of all parties in the direction of curtailing naval expenditure."

The paper is confident that Viscount Grey's far-sighted views will be ultimately adopted.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## BANQUE INDUSTRIELLE PROSECUTIONS.

ACCUSED THE "VICTIMS OF A POLITICAL CAMPAIGN."

PARIS, July 19th.

The hearing of the charges against Banque Industrielle de Chine officials was resumed to-day.

Counsel, in addressing the Court on behalf of M. Andre Berthelot, recalled that the original report of the expert, M. Doyen, concluded by saying that the profits figuring in the bank's balance sheet, at the end of December, 1919, did not exceed what could be justifiably considered real profits.

Despite M. Doyen's conclusions, M. Berthelot was charged on October 12th, 1921, three days before the reopening of Parliament.

After that the case assumed a political character. M. Berthelot and his companions were being made the victims of a political campaign.

[BY COURTESY OF THE "DAILY BULLETIN"]

## THE CHINESE CABINET.

PEKING, July 19th.

Only Admiral Wu Yulin and Admiral Li Ting-hsin are functioning in the Cabinet.

Kao Ling-wei is sick and Cheng Keh proceeded to Tientsin last evening in order to attend his sister-in-law's funeral.

## LEGATION EXPENSES.

PEKING, July 19th.

The Government has authorised the Shunwu-chu (Wine and Tobacco Bureau) to raise \$100,000 to meet the expenses of Ministers and Consuls abroad.

## FENGtien-CHILI ARMISTICE.

PEKING, July 19th.

General Li Lich-chun and General Pao Kuei-ching have arrived at Mukden on a mission to induce General Chang Tso-lin to fulfil the terms of the Fengtien-Chili armistice by withdrawing his troops from their present advanced position.

Should this mission fail, Chow Er-huan will proceed to Mukden in an endeavour to persuade General Chang Tso-lin to comply with the terms of the agreement.

## JAPANESE NAVAL MISSION.

TOKYO, July 19th.

Vice-Admiral Ide, ex-Vice-Minister of the Navy under Baron Kato, is proceeding to Europe to-day on board the *Kashima Maru*.

Vice-Admiral Ide, who is accompanied by Commander Yamamoto, proposes to spend six months on a tour of inspection of the naval institutions in Europe and America.

## S.M.R. BOND ISSUE.

LONDON, July 19th.

The South Manchurian Railway bond issue list closed at 2.30 this afternoon.

The underwriters have been relieved of all responsibilities.

## 679,906 WAR GRAVES.

LONDON, July 19th.

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## CANADIAN PACIFIC DEVELOPMENTS.

NEW STEAMSHIP AND LAND COLONIZATION PLANS.

"The British Empire is going strong," said a prominent overseas statesman the other day. The phrase applies equally to the Canadian Pacific Railway Company, a corporation which has had much to do in giving strength and cohesion to this self-same Empire.

The purposes for which the C.P.R. was projected have been more than fulfilled, as Mr. E. W. Beatty, president of the company, remarked in his recent annual address to the shareholders. Thousands of miles of other lines have been added to the original undertaking, uniting the provinces of Canada, most of their pioneer lines, anticipating settlement and providing transportation facilities for remote districts. By its steamships it has provided for the foreign trade of Canada, and by its colonization work it has been the means of attracting many thousands of settlers. Its success in all these directions has brought other less direct but at the same time substantial benefits to Canada in the attraction of foreign capital and foreign enterprise. It can be said, in the words of Mr. Beatty, "in the truest sense a national work."

## AN EVER-GROWING ORGANIZATION.

With the completion of the construction programme of 1923, the company will now, and operate a net over the whole of the settled and partially settled portions of the Dominion. Over \$600,000,000 worth of railway property and equipment alone are now possessed by the company. The growth of Canadian Pacific steamship interests has been equally phenomenal. The tiny fleet of three chartered vessels has expanded in 20 years to 83 ocean and coastal steamships. The company now has 15 passenger-liners in regular service on the Atlantic and four on the Pacific, and 13 freight ships on both oceans. In addition the Canadian Pacific owns and operates 24 lake and river steamships.

An enterprise of the magnitude of the C.P.R., which, all told, now possesses assets to the value of over \$1,137,000,000, never reaches finality. It is constantly extending its ramifications, enlarging its facilities, conquering new fields, and acquiring new business. Progressive development is the policy of the company, and in the pursuance of this policy it is continuing to take a leading part in maintaining the stability and furthering the growth of Canada and in the extension of inter-imperial communications.

## "ALTER EGO" OF THE DOMINION.

The C.P.R. has been described as the "alter ego" of the Dominion. Its activities are not confined to transportation by land and sea. It is the greatest colonization agency in the world. It possesses a chain of luxurious hotels stretching across the continent from the Atlantic to the Pacific. It has irrigated the arid lands of Southern Alberta into an immense and prosperous farming area. It owns mines, smelters, timber limits and lumber mills, and in many other ways is exercising its functions as the biggest industrial, economic and social unit in Canada, with an unrivalled and beneficial influence on the national welfare and progress of the Dominion.

## STEAMSHIP DEVELOPMENTS.

Recent Canadian Pacific developments are of an interesting nature, especially those connected with the steamship service, which has now become of world-wide importance. The cross-Canada service of the Canadian Pacific has proved a veritable boon to travellers, and has established a new era in maritime communications. The famous Empresses of the Atlantic and other steamers, the last word in comfort, convenience and speed, are now available for the Channel passage, and the passenger has the joy of making the short voyage in a modern ocean liner, replete with everything that gives allurements to a sea trip in these days of the twentieth century.

On the Atlantic the Canadian Pacific short sea route to the North American continent via the beautiful St. Lawrence River, has become very popular. Passengers from London or Paris can now travel all the way to Chicago, for instance, in eight days. The outstanding advantages of this fast route to Canada are also obvious.

Through a recent re-arrangement of the ports of call in the Orient the Canadian Pacific has been enabled to take full advantage of the superior speed of its trans-Pacific Empresses—the undisputed fastest ships on the Pacific—and Hongkong is now four days nearer to England. The new sailing schedule makes possible a through service from London to Hongkong via Canadian Pacific Atlantic Empresses to Quebec, and rail to Vancouver, under 28 days, and has made this route to and from the Orient by far the quickest and most attractive.

## CONDUCTED TOURS TO CANADA.

Another interesting feature of the Canadian Pacific company's latest enterprise is the inauguration of conducted tours from England to and through Canada—tours which set a new standard of excellence in travelling, both on sea and land. The traveller can choose a tour through Quebec, Montreal and Toronto to Niagara Falls, from Toronto across the Great Lakes to Port Arthur, Fort William and Lacune to Winnipeg; or from Winnipeg onward to the Rocky Mountains and the coast of the Pacific Ocean.

Equally attractive are the winter cruises which will commence in January, 1924. Four of the Empress steamers will be engaged in these tours, which will be entirely under the company's management. One cruise will be around the world, starting from New York, two cruises will be to the Mediterranean, and two will be made to the West Indies, Panama and South America. From Vancouver there will be a cruise through the Panama Canal to New York.

Dr. Samuel Johnson pitted the lot of the seaman, holding that "being in a ship is like being in a goal, with the chance of being drowned." If the general domestic civilization of the twentieth century had lived in the twentieth century, it would not have given expression to such a view. World travel and winter cruising have become more and more popular with the passing of the years and the coming of the modern liner. The passengers of the various big Canadian Pacific ships make circuits of the globe under ideal conditions, passing their days in a luxury comparable only to that of a first-class hotel, while they sample the varying civilizations still existing in a world which seems to have contracted in size as much since the steam engine made rapid ocean travel available.

The organization of these tours, with their excursions ashore, conjure up a new and entrancing picture of the use to which in peaceful conditions the floating palaces of the mercantile marine can be put.

## NEW COLONIZING POLICY.

An announcement of far-reaching and national importance is contained in the statement of the Canadian Pacific Railway's new colonization policy made public by president E. W. Beatty recently. The company is at all times accurately apprised of the tenor of the national mind because it is itself one of the largest land owners in Western Canada, and as a national organization it is vitally interested in preserving prosperity throughout the Dominion, and because it knows from past experience that its actions have constituted precedents. The Canadian Pacific has always been the pioneer in providing favorable terms for the colonization of its lands, particularly in connection with the terms under which these lands have been sold; in the preparation of ready-made farms, the advance of livestock to settlers, loans made to them and the aid granted through its agricultural and development departments. It is clear that the new plan will do much to re-establish confidence in Western Canada, and stimulate immensely the immigration of desirable agricultural colonists. Briefly, the plan is to take the indebtedness of the farmers who now have contracts with the company, re-write their contracts, and spread the present indebtedness over a period of 34 years, an amortization plan. The settlers will pay the same amount annually for 34 years, and upon completion of the thirty-fourth payment receive title of the lands. He is assured that no annual payment of interest and principal combined will exceed 7 per cent. of the cost of the farm. The plan will absorb his total indebtedness in easy payments, allowing him sufficient from profits to provide for his family. Our illustration on page 232, showing a harvesting scene in the Edmonton District of Alberta, is a typical view of a Canadian Pacific land scene.

This new policy will also apply to the sale of the company's remaining farm lands. Under the new Canadian Pacific plan farmers will have every chance to be successful upon their holdings, and the Government and the railways will be in a position to encourage prospective settlers to take up unsold or occupied farm lands. In Great Britain, the United States and other countries, from which desirable immigration is ready to flow, a marked stimulus to land settlement will without doubt result from the introduction of the new policy. —*Ed. Pitt-Moore*

## LIVING CHESS.

## PICTURESQUE SPECTACLE AT COMPIEGNE.

A game of "living chess," played by over four hundred persons dressed in medieval costume, made a striking incident of the celebration of the "Lily of the Valley" fête held at Compiègne on May 20th.

The actual game was played by two well-known chess players, M. Muffany and M. Pape, seated opposite each other at a chess board. The game ended with a perpetual check after seventeen moves. Each move as it was made was reported to the directors of the "living chess board." This was a large square in the public park of Compiègne. A great square in grass had been plotted out into the required sixty-four smaller squares, not white and black, but white and green, the white squares being made by painting the grass with chalk.

Every piece was represented by a group with a leader and the historical aspects of the various phases of medieval society were faithfully copied. There were companies of men-at-arms, heralds, maids of honour, and members of trade guilds—apothecaries, goldsmiths, barbers, vendors of cooked meat.



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### THE M.P.'S POST-BAGS SHARP RETORT TO THE £400 A YEAR GIBE

[BY A PARLIAMENTARIAN.]

The lot of the average Member of Parliament, like that of the policeman, is not always a happy one.

Probably his greatest trial is his daily post-bag.

Every M.P. has some thousands of electors in the House of Commons—and an uncomfortably large number of them think it is their job to represent to him every sort of complaint and grievance, and occasionally to lecture him on his conduct.

Every correspondent expects an answer, whether it be free legal advice, if the member has the misfortune to be a lawyer, a request for help to trace a runaway husband, a grievance or a complaint.

The labour of answering a score or so of letters a day is considerable especially if the poor M.P. cannot afford a secretary—and most cannot.

Quite a lot of people think a letter to their member need not be stamped which mingles him in three pence a letter.

Most members of Parliament spend at least £1 a week many very much more in replying to people they have never seen or heard of.

An M.P.'s post-bag contains many curiosities. A man wrote to his member the other day:—

"Sir,—You did not vote in such and such a division. I pay you £400 a year to attend to my business."

The member replied:—

"Sir,—I consider your letter very rude and uncalled for."

I did not take part in the division to which you refer because I was engaged upon a Committee to assist the Government in the much more important task of reducing expenditure.

Let me say that you do not pay me £400 a year, which I receive less income tax.

Your share of it is about 2d. I enclose two penny stamps herewith. You go to—

Probably his correspondent was not one of the member's supporters, but you can never be quite sure.

A MARRIAGE PROBLEM.

A more pleasant letter which another member received said:—

Dear Sir,—Last night, at Church, the clergyman drew attention to the fact that you supported increased facilities for divorce, and urged his congregation to write to you in protest.

Stick to your guns, sir. You are my sheet-anchor.

I am married to a devil. You are lucky in not being a married man.

Remain so, unless you are certain of marrying a woman of sweet disposition. The honourable member replied:—

Sir,—I am sorry you are married to a devil, but you must be patient.

You are quite wrong in assuming that I have not a wife. I enclose her portrait.

Members with business and financial interests occasionally get letters of which this is a sample:—

Dear Sir,—I shall be obliged to you if you can tell me a safe investment yielding 5 or 5½ per cent. with a capital rise in prospect.

It is hardly necessary to say that any member who could broadcast information like this would speedily make his own fortune.

A lower member the other day received a communication from a constituent asking him for free legal advice in an action with which the elector was threatened for alleged infringement of patent rights.

Forlorn husbands and desolate wives apply to "the member" for help and counsel.

A WOMAN'S POWER.

One woman threw this poser, which might well have baffled Solomon, at her representative in Parliament:—

My husband has left me and gone off with another woman. How can I get him back?

The most prolific correspondents are women. Almost any propaganda movement which seeks to banish the harassed M.P. with letters and postcards seems to appeal to women. They are the best friends of the Parliamentary propagandist. They must develop political judgment and learn to sift "stat" from the genuine movement.

Pensions and divorce are the topics with which probably the majority of letters deal. They are important questions and are treated with respect—but from most of the others the saints deliver us!

### WOMAN INSURED FOR £400,000.

LADY BEATTY'S NIECE.

Mrs. Evelyn Field, wife of Mr. Marshall Field III, the nephew of Lady Beatty, has become the most heavily insured woman in the United States. She has taken out a policy for £400,000.

Mrs. Field is a daughter of the late Mr. Charles B. Marshall, from whom she inherited a large fortune. It is said that the insurance, which makes her husband the beneficiary, is intended to cover the inheritance taxes, which will be heavy on such a large estate.

A few years ago her husband took out an insurance of £200,000 in her favour. The largest insurance previously held by a woman was one of £200,000 by Mrs. Mollie Newberry, the owner of a large Chicago store.

### A STORY OF JUTLAND.

Opening the Britain Overseas Exhibition of the Colonial and Continental Church Society at the Royal Horticultural Hall on June 8th, Admiral Sir Roger Keyes told a story of the Battle of Jutland. He said that when his Majesty's ship *Lion* was very badly hit the lights went out and the ship heeled over. Then there was a silence, and in one of the control stations down below a young officer's voice was heard to say: "Well, I suppose this is Kingdom Come"—and then as an afterthought, "or three weeks leave." He thought possibly the ship would get into harbour and take some time to repair, explained Sir Roger. He said that in the Service they did not talk much about their religion, but it was always there, and he felt sure it was their early Church training which helped them to behave rightly in times of stress.



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### A CHEMIST TESTIFIES To the Remarkable Efficacy of MOTHER SEGEL'S SYRUP.

A chemist in a small town, who serves the same customers year after year, has exceptional opportunities of judging the value of the medicine he sells. He sees his customers looking ill and depressed. He sells them what they ask for. Later, he either sees them as ill as before, or rid of their troubles. In either case, a trained mind will make a note of it, and if he is continually finding that one medicine is making numbers of his customers well and happy, he knows, without question, that such medicine must be of high curative value.

These obvious facts give great weight and interest to the kindly letter printed below, from a chemist who frankly admits that he had no idea of the remarkable remedial properties of Mother Segel's Syrup until he was forced to recognize it from the evidence of his own eyes, and the testimony of his own customers.

"Nobody," he writes, "believes more firmly than I do in Mother Segel's Syrup, although I have never taken a dose of it in my life, because I am one of the few fortunate individuals who have never had any digestive disorders."

"In my daily experience of selling it over the counter, I have had many chats with my customers, and I have been amazed and deeply impressed by the tales related by enthusiastic users of your medicine."

"I have known women in straightened circumstances who would cheerfully go without any legible spare the money to buy your Syrup, and I have known men, who could easily have afforded the fees of the most expensive doctors, who preferred your medicine because of its proved and unflinching efficacy."

"I have heard some of my customers speak with unbounded enthusiasm of what Mother Segel's Syrup has done for them after they have tried one remedy after another without any good effect. No more than all, I have seen for myself the vast difference in some of my customers. Some of them who looked pitifully ill, have so changed that I felt bound to congratulate them, and I have been astonished at the number of times they have said to me 'I feel splendid now, and I owe it all to Mother Segel's Syrup.'"

"These facts have convinced me,—and I will confess that I used to be sceptical,—that Mother Segel's Syrup is a genuinely valuable medicine. Now, in case of lost appetite, indigestion, or stomach or liver trouble, I have no hesitation in recommending it."

Mother Segel's Syrup is, as this chemist says "a genuinely valuable medicine" because it contains medicinal extract of more than ten different roots, barks and leaves which, in combination, have a remarkably beneficial effect upon the stomach, liver and bowels. As a remedy for digestive disorders, it has no equal. Test it yourself. R. 315.

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do—Dramatic Lotus Land...	do
4845—Salvation...	Tango
do—Electric Girl...	Fox-Trot
4839—Morning Will Come...	do
do—Little Rover...	do
4838—Honolulu Nights...	do
do—Who's Sorry Now?	do
4842—Louisville Lou...	do
do—Henpecked Blues...	do
4843—Keep it under your Hat...	do
do—Oh! Harold...	do
4846—Yes! We have no Bananas...	do
do—I've got the Ain't Got Nothing Blues...	do
4847—Lonesome Journey Blues...	do
do—When the Jazz Band Starts to Play...	do
4849—Bubble a Bubbling Brook...	do
do—Blue Hoosier Blues...	do
4841—Barney, Google...	do
do—Nothing But...	do
4833—Souvenir...	Violin Solo
do—Humoresque...	do
4830—La La...	Saxophone Solo
do—Gladly...	do
4844—America...	Male Quartet
do—The Star Spangled Banner...	do
4835—The Red, White and Blue...	Contralto
do—Hail! Columbia...	Baritone

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### A DOUBTFUL VICTORY. HOW THE PRUSSIAN MAY STILL WIN.

Dr. Nicholas Murray Butler, president of Columbia University, New York, who visited England recently for the purpose of giving a series of lectures in connection with the Sir George Watson Chair of American History, Literature, and the Institutions, was entertained to luncheon at the Midland Hotel last month by the Manchester branch of the Anglo-American Society. The Dean of the Anglo-American Society, The Dean of the Anglo-American Society, and there was a large representative gathering of guests.

In an address on "Anglo-American Topics," Dr. Butler said that although the Great War was over, fortunately, on the sea and on the fields of battle, it was not over in the great field of economic and political reconstruction. We were living still under the terms of an armistice and anything approaching that permanent and orderly well-founded peace towards which we had all been looking lay still in the distance. It lay in the distance, if his observation and inference were correct, because the intellectual and emotional experiences of the war were so tremendous and so overpowering that the world was still, as it were, suffering from nervous prostration. The nerves of the nations were in that same state of fatigue and exhaustion as were the nerves of an individual when overtaken by that very grave and serious disorder. The economic reconstruction of the world, and also the political reconstruction, were interdependent and rested on this fact—whether in the field of ideas the Allies or the Central Empires won the war.

We knew that we won it on the sea and on the field of battle, but it remained to be demonstrated whether we had won it in the field of ideas. For underneath the armed contest, underneath the great economic and political struggle, was one of the most stupendous contests of ideas ever recorded by human interest. The Central Empires, under the leadership of the Prussian philosophy of the State, were combating for a perfectly definite and easily stated and often stated theory of social and political organization, and that was the theory that the nation was an end in itself; that it existed in order that it might increase its population, its wealth, its power, its control; that it might bring under its jurisdiction as much of the earth as possible; and that when in pursuit of those ambitions it came into conflict with the rights, the ambitions, or even the existence of any other people it must endeavour to trample those under foot by armed force.

WHAT THE ALLIES STOOD FOR. He presumed that Alexander the Great, although taught by Aristotle, was not himself a philosopher, but no doubt when he set out on his march into Asia he felt a philosopher in arms. And no doubt our enemies of yesterday felt that we thwarted them in an effort to do good to the world. They would have been only too happy to extend that particular philosophy, with all that it meant in the way of social, economic, and political organization and control, and then say that peace had been brought to the world because a single imperial arm had been stretched around it. But we were combating for another and a very different view. We were combating for the view that in the field of human organisation and human endeavour there was not only room for necessary room for many and varied forms of social and political organisation; that these, whether great or small, rich or poor, near or far, were so many different and closely related facets on the face of a diamond; and that civilisation, humanity, mankind could only be grasped and could only find full expression if every facet were in turn put toward the light and given an opportunity to reflect the great fundamental principles of freedom, liberty, and faith in its own way, subject to its own traditions, and in accordance with its own lofty ambition. (Cheers.) We set ourselves to the task, crudely perhaps, wastefully no doubt, slowly unfortunately, in such fashion that to the surprise of many we were able to check in the contest of force this great all embracing ambition which, had it conquered, would have changed the political, economic, and social face of the world.

But now, when that military contest was over, the time had come for us to search our own hearts and minds and to ask whether we had expelled from them the Prussian theory of politics and social life—(hear, hear)—whether we had expelled from our own minds and hearts those doctrines, those teachings, those ideals which, under the lure of ambition or self-interest, might have turned every one of us into a Prussian and set us out in turn to dominate the world. The great question for us to ask—not our Governments, for they were instruments of ourselves—was, did we realise that our several nations were not ends in themselves but instruments for co-operation, mutual helpfulness, and assistance in advancing the civilisation of the world? (Hear, hear.) If we surrendered in our hearts and minds to that theory of society and state we should have turned far back the hands of progress on the face of the clock of time, and those who came after us would have to do all over again the great struggle through which our nations had just passed to their almost fatal exhaustion.

A REMINDER OF JAUZZA. The question came with peculiar force to the English-speaking peoples. It was difficult to be fair in contrasting one political or racial form of organisation with another, but surely it might be said, without fear of contradiction, that for 1,600 or 1,800 years the English-speaking peoples had breathed the air of civil liberty. They had been accustomed to its invigoration and its stimulus, they had struggled against tyrants and majorities that they might not lose it, and they had a larger, a fuller, and a richer experience than any other racial or political group on earth of the ideas of civil liberty. He conceived of a nation to be a moral person, to have an intelligence and a conscience, and to be capable of a faith and susceptible of being held responsible. He believed that when we conceived our several nations as moral persons we were on the road to set before ourselves a constructive and progressive conception of an organisation or society of those persons that, if not analogous—as it could not be in all respects—to the society of individuals, was yet sufficiently like it to offer invitation and opportunity to united and co-operative effort.

But such ideas came slowly into the minds of large masses of men. They were naturally fearful and suspicious that something which did not lie on the surface was concealed and was injurious.

They were not unnaturally fearful lest differing languages, differing forms of religious faith, and differing traditions might in some wise clash, to their undoing or to their disadvantage. But he liked to remember a conversation he had with the great French Socialist Jaurès only four weeks before his tragic death, as the first noble victim of the world war. Splendid Jaurès then said to him: "Splendid relations have been developed between America and England; splendid relations have been developed between America and France; splendid relations have been developed between America and Germany. Now if you could do something to develop these relations between Germany and France." (Hear, hear.) And he added: "I know the discouragement, but let me say to you, 'Keep on trying.' That was the very simple message that he (Dr. Butler) offered to those present. We dared not be discouraged or over-whelmed by the complexity of these economic and social and political problems. Either man's intellect and character could face and solve them or civilization had turned the corner and was on the road to ruin and dissolution. And what moment so long as his people survived on the earth! (Cheers.) At the invitation of Alderman Derwent Simpson, chairman of the Executive Committee of the Manchester Branch of the Anglo-American Society, the company heartily thanked Dr. Butler for his address.

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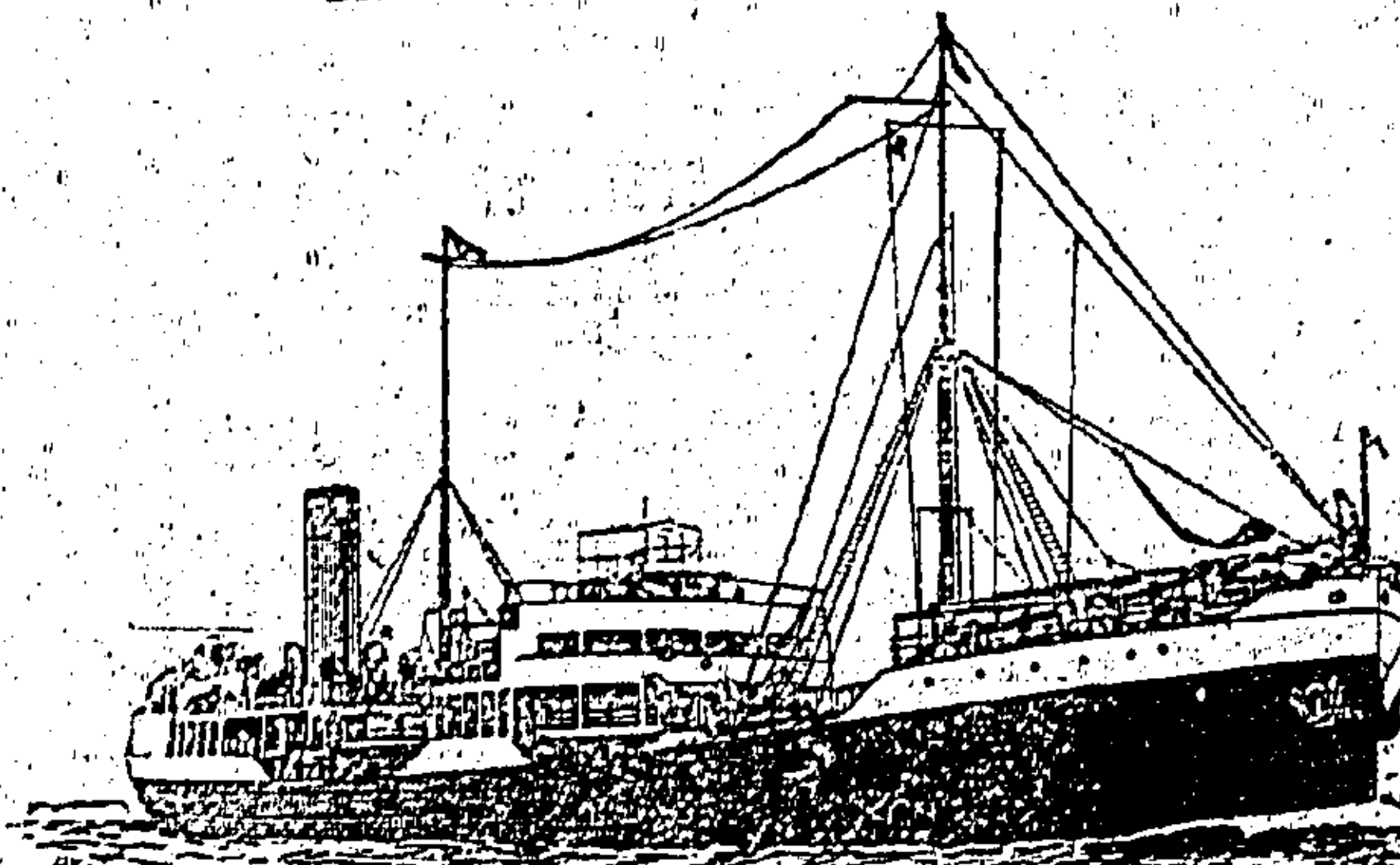
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## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW	"WAISHING"	Tuesday, 24th July, Noon.
SHANGHAI	"CHABANG"	Tuesday, 24th July, 2 p.m.
BANGKOK via SWATOW	"CHIPSHING"	Wednesday, 25th July, Noon.
TSINGTAU via SWATOW	"TUNGSHING"	Thursday, 26th July, Noon.
SHANGHAI via HOIHOW	"LEESANG"	Friday, 27th July, 8 a.m.
TSINGTAU via SWATOW	"YATSHING"	Tuesday, 31st July, Noon.
SHANGHAI	"LAISANG"	Saturday, 4th Aug. Noon.
ROBE via MOJI	"CHINSANG"	Saturday, 7th Aug. 8 a.m.
BANGKOK via HOIHOW	"FOOKSANG"	Thursday, 9th Aug. 8 a.m.
ROBE via MOJI	"HINSANG"	Thursday, 9th Aug. 4 p.m.
SANDAKAN	"HOSANG"	Saturday, 11th Aug. 3 p.m.
STRAITS & CALCUTTA		

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE — Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through bills of lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE — A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE — Sailings approximately weekly for passengers and cargo calling at Haiphong when intermediate calls.

BORNEO LINE — Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" and "MAUSANG" (both steamers) taking a large amount of having excellent passenger accommodation. Cargo taken through bills of lading for Kuala Lumpur, Labuan, Tawau and Lahad Dairi.

SIAM LINE — A regular service is run from March to November between Hongkong and Siam, calling at Welhaven and Chaofo.

BANGKOK LINE — A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about  
Saturday, 11th Aug. at 3 p.m., for SINGAPORE, PENANG  
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OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharges
"GLENSANDA"	31st July.	"GLENTARA"	31st July.	London, Antwerp, Rotterdam & Hamburg.
"GLENSHANE"	18th Aug.	"GLENIFFER"	7th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENSHIRE"	27th Aug.	"GLENSHIRE"	11th Aug.	Genoa, London, Rotterdam & Hamburg.
"GLENSHIRE"	10th Sept.			

Movements are subject to change without notice.  
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Jardine, Matheson & Co., Ltd.,  
The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 12 and Central 2198.



## SHIPPING NEWS

## ARRIVALS.

July 19th.  
*Australian*, British m.s., str. 4,277 tons, Capt. S. J. Moller, from Singapore, with a general cargo.—John Manne & Co.  
*Patria*, Italian, str. 2,670 tons, Capt. O. Kondo, from Dairen, with a general cargo.—T.K.K.  
*Tonlee*, Chinese str., 314 tons, Capt. Lai Yee, from Kwangchowwan, with a general cargo.—Kwang Wo Loong.  
 July 20th.  
*Aphitai*, Chinese str., 481 tons, Capt. J. A. de Lemos, from Kwangchowwan, with a general cargo.—Kwang O & Co.  
*Benlucere*, British str., 3,523 tons, from London and Singapore, with a general cargo.—Gibb, Livingston & Co.  
*Chinkang*, British str., from Canton.  
*Chipsing*, British str., 1,180 tons, Capt. Chandler, from Tientsin and Weihaiwei, with a general cargo.—J.M. & Co.  
*Commandant Durie*, French str., 3,470 tons, Capt. M. Lecomte, from Saigon, with a general cargo.—Messageries Maritimes.  
*Fukusi Maru*, Japanese str., from Canton.  
*Huangpu*, British str., 1,206 tons, Capt. H. P. Hope, from Shanghai and Amoy, with a general cargo.—B. & S.  
*Kidderpore*, British str., 3,203 tons, Capt. W. P. Townsend, from Nagasaki, with a general cargo.—Mackinnon, Mackenzie & Co.  
*Lucknow*, British str., 1,330 tons, Capt. R. Kettwell, from Manila, with a general cargo.—B. & S.  
*Van Oostende*, Dutch str., 2,536 tons, Capt. F. O. Iren, from Amoy, with a general cargo.—J.C.L.L.

## CLEARANCES.

July 19th.  
*Taichon Wan*, for Batik Papan.  
 July 20th.  
*Chongra*, for Canton.  
*Commandant Durie*, for Shanghai.  
*Fukusi Maru*, for Keelung.  
*Haitong*, for Swatow.  
*Huangpu*, for Canton.  
*Kidderpore*, for Singapore.  
*Kiungchow*, for Amoy.  
*Kwang Hui*, for Canton.  
*Manila Maru*, for Shanghai.  
*President Madison*, for Shanghai.  
*Prater*, for K. C. Wau.  
*Sanya Maru*, for Hongkong.  
*Taichon*, for K. C. Wau.  
*Tsuen*, for Swatow.

## PASSENGERS.

DEPARTURES.  
 Per M.M. s.s. *Chamford*, on July 20th: Mr. O'Farrell, Miss Rynders, Miss Mortimer, Mr. Fuchmann, Miss F. D. Willis, Miss H. Willis, Mr. Johnson, Mr. John Bible, Mr. Grosjean, Mr. J. Tavera and Mr. Griffin.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia*, from Hongkong on June 25th, arrived at Vancouver on July 15th a.m.

## VESSELS EXPECTED.

*Andre Irlon* (M.M.), due August 17th.  
*Helenus* (Blue Funnel), due to-day.  
*Byson* (Blue Funnel), due August 1st.  
*Patrolus* (Blue Funnel), due August 5th.  
*Paul Leaf* (M.M.), due July 31st.  
*Pyrrhus* (Blue Funnel), due July 25th.  
*Soudan* (P. & O.), due July 23rd, 4 p.m.  
*Tangler* (Blue Funnel), due to-day.

## SOVIET SHIP IN THE EAST.

A Russian Soviet steamer, the *Dekabrist*, arrived at Singapore, last week. She is a vessel of 4,100 tons and carries a crew of 74. Owned by the Russian Government and sailing under the flag of the Russian Socialist Federal Soviet Republic, she is the first ship of her kind to arrive at Singapore since the beginning of the Soviet regime. The *Dekabrist* left Petrograd on March 15th for Hamburg and has come out east by way of Constantinople, Port Said and Colombo, carrying a cargo of 6,500 tons of salt. She is proceeding to Vladivostok after taking on 1,000 tons of coal. Captain Smirnov is in command. It is stated that several professors and doctors are included among the crew. Only the captain and one or two other officers were allowed ashore at Singapore and this on ship's business only.

## OUTLOOK FOR SHIPPING AND SHIPBUILDING.

An optimistic view of the prospects in the shipping industry was expressed by Mr. J. C. Gould, M.P., of Cardiff, the well-known shipowner, at the annual business of the Society of Consulting Marine Engineers and Ship Surveyors. He did not, he said, look forward to a period of great depression in the shipbuilding trade, and was not alarmed at America throwing 1,700 ships on to the market. He expressed the opinion that 50 per cent. of these American ships could never be operated, and the balance would never be operated at a profit. So long as England had engineers superior to any class of engineers in the world, just so long would they be able to maintain the supremacy of the mercantile marine of the world, which they had to-day. There had been a scare with regard to the future of shipping, but shipping always moved in cycles, and during a slump the country that had experience and skill and knowledge was always at an advantage. The time had arrived when building could be started again. It was only a matter of a few months before trade would revive and then all would be busy, and working again.

THE NEW PERSON REMEDY.  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**  
 100, 200, 300, 400, 500, 600, 700, 800, 900, 1,000, 1,100, 1,200, 1,300, 1,400, 1,500, 1,600, 1,700, 1,800, 1,900, 2,000, 2,100, 2,200, 2,300, 2,400, 2,500, 2,600, 2,700, 2,800, 2,900, 3,000, 3,100, 3,200, 3,300, 3,400, 3,500, 3,600, 3,700, 3,800, 3,900, 4,000, 4,100, 4,200, 4,300, 4,400, 4,500, 4,600, 4,700, 4,800, 4,900, 5,000, 5,100, 5,200, 5,300, 5,400, 5,500, 5,600, 5,700, 5,800, 5,900, 6,000, 6,100, 6,200, 6,300, 6,400, 6,500, 6,600, 6,700, 6,800, 6,900, 7,000, 7,100, 7,200, 7,300, 7,400, 7,500, 7,600, 7,700, 7,800, 7,900, 8,000, 8,100, 8,200, 8,300, 8,400, 8,500, 8,600, 8,700, 8,800, 8,900, 9,000, 9,100, 9,200, 9,300, 9,400, 9,500, 9,600, 9,700, 9,800, 9,900, 10,000.

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## HOME VIA CANADA

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via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Canada	July 28 Aug. 13	Empress Scotland	Aug. 4 Aug. 10
Empress Russia	Aug. 9 Aug. 27	Empress France	Aug. 18 Aug. 25
Empress Australia	Aug. 24 Sept. 12	Empress Scotland	Sept. 1 Sept. 8
Empress Asia	Sept. 6 Sept. 24	Montcalm	Sept. 21 Sept. 28
Empress Canada	Sept. 22 Oct. 8	Empress Scotland	Sept. 29 Oct. 4
Empress Russia	Oct. 4 Oct. 22	Empress France	Oct. 13 Oct. 19
		Empress Scotland	Oct. 27 Nov. 2

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a.s. "TAIKWA MARU" ... on or about 26th July.

For KEELUNG via Swatow & Amoy.

a.s. "SAIAN MARU" ... on or about 27th July.

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## OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
*Albert Vogler	9,000 tons	11th August
*Carl Legien	9,000 tons	First half of Sept.
*Adolf von Baeyer	9,000 tons	First half of October.
*Emil Kirdorf	9,000 tons	First half of November

## HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Emil Kirdorf	9,000 tons	29th July, Calling at Manila
*Schaefer	12,300 tons	26th Aug. do.
*Albert Vogler	9,000 tons	—
*Carl Legien	9,000 tons	—
*Adolf von Baeyer	9,000 tons	—
*Emil Kirdorf	9,000 tons	—

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 IYO MARU ... Saturday, 11th Aug., at 11 a.m.  
 SHIDYUOKA MARU ... Wednesday, 8th Sept., at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

KASHIMA MARU ... Wednesday, 1st Aug., at 11 a.m.  
 HAKONE MARU ... Wednesday, 15th Aug., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... First half Aug.  
 LIVEPOOL via MARSEILLES & VALENCIA

TOKUSHIMA MARU ... Friday, 10th Aug.  
 SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Wednesday, 15th Aug., at 11 a.m.  
 TANGO MARU ... Wednesday, 15th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

DELACOA MARU ... Saturday, 4th August.  
 BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KAMAKURA MARU ... Saturday, 23rd July.  
 BOMBAY via Singapore and Colombo.

SADO MARU ... Friday, 27th July.  
 CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Monday, 30th July.  
 NAGASAKI, KOLE & YOKOHAMA.

TANGO MARU ... Thursday, 16th Aug., at 11 a.m.  
 SHANGHAI, KORE & YOKOHAMA.

FUSHIMI MARU ... Tuesday, 31st July.  
 MORIOKA MARU ... Saturday, 4th Aug.  
 NISHIMA MARU ... Wednesday, 15th Aug.

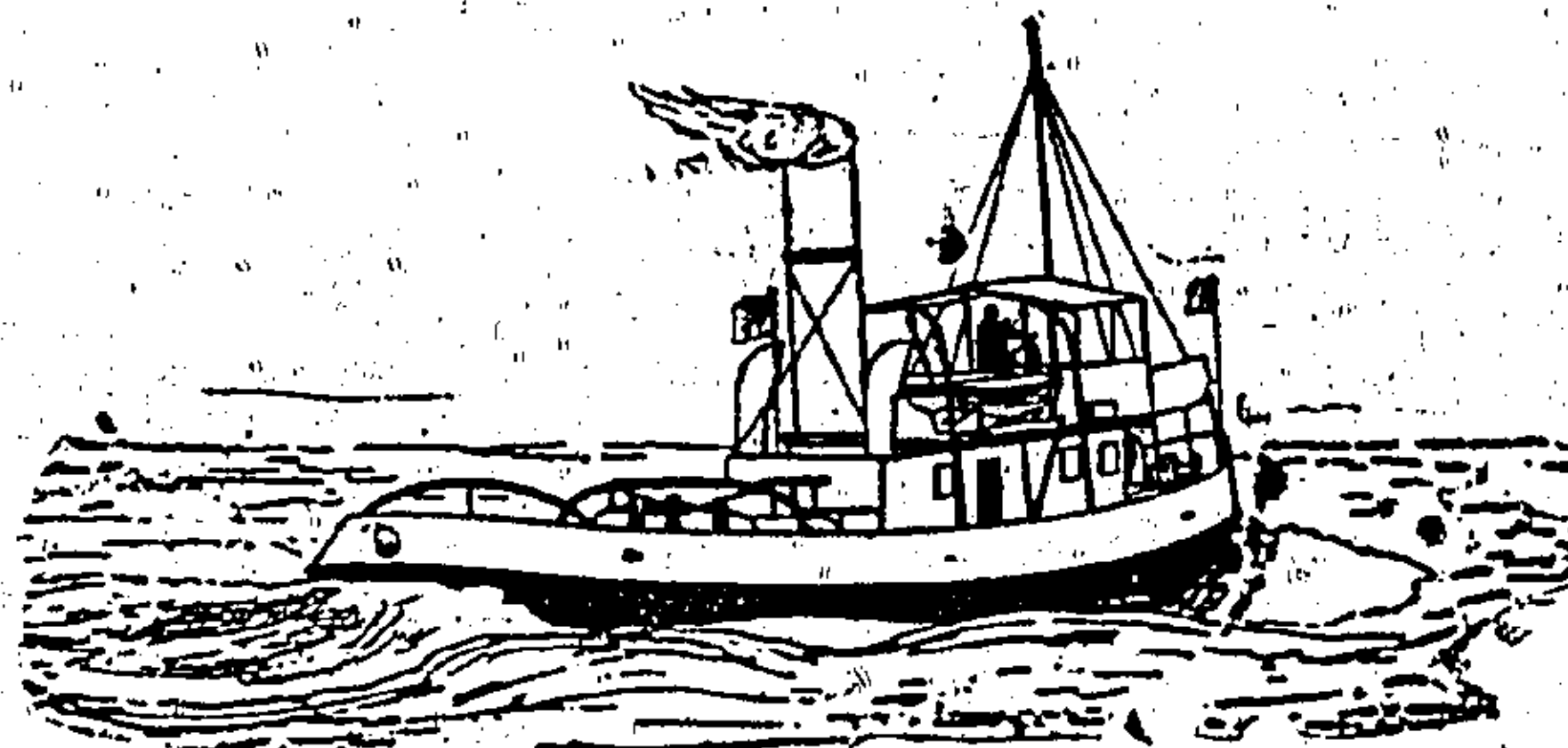
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## CHURCH SERVICES.

St. John's Cathedral, Hongkong.—Sunday, 21st July, 1923, 8th Sunday after Trinity.  
 Holy Communion (8 a.m.); Matins (11 a.m.); Responses, Psalms, Venite, No. 23 (Luther); Psalms, 39 (Turle), 40 (Turle); Te Deum, Jones, Camilla; Cantata (11 Morning); Benedictus, No. 31 (Hopkins); Anthem: "Ye shall dwell in the Land." (Stainer); Hymns, 271.

N.B.—Psalms 39, verses 5, 6, 11, 12 in unison. Psalm 40, verses 1, 2, 5, 6, 30, 21 in unison.

Healing Service (12 noon); Evensong (8 p.m.); Responses, Psalms, 41 (Goss), 42 (Foster), 43 (Schaper); Magnificat, No. 15 (Webb); Nunc Dimittis, Filton; Hymns, 109, 193, 27.

Union Church (Kennedy Road).—Sunday Services, July 22nd:—Morning Service at 11 a.m. Hymns: 121, 768, 250, 437, Anthem. Preacher:—Rev. J. Kirk Macdonald. Evening Service at 8 o'clock. Hymns: 280, 24, 208, 285, 275. Preacher:—Rev. V. H. Copley Moyle. (1923)

First Church of Christ Scientist, MacDonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m.—Wednesday, 5.45 p.m. (1923)

## WEATHER REPORT.

July 19th at 17.35.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 14 deg. N. Long. 117 deg. E., moving W.N.W.

July 20th at 12.00.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 15 deg. N. Long. 114 deg. E., moving W.N.W.

July 20th at 12.00.—Local signal No. 1 hoisted.  
 July 20th at 12.07.—Pressure has increased moderately at Vladivostok and slightly from Shanghai to the Philippines and Yap. It has decreased slightly over N. Indo-China and is nearly stationary in other districts. A shallow depression is shown over N.E. Japan.

The depression in the China Sea has probably developed into a typhoon. At 5 a.m. this morning it was a little to the south of the Macleodfield moving W.N.W. or N.W. Hongkong rainfall for the 24 hours ending at 10 a.m., 10th July, 0.02 inch. Total since January 1st, 30.50 inches, against an average of 46.60 inches.  
 The forecast for the 24 hours ending at noon, 21st July, is as follows:—

Disorder

Formosa Channel ... Light variable winds, freshening from N.E.

Hongkong to Gap Rock ... E. winds, strong, possibly increasing to a gale; cloudy, rain later.

South coast of China between Hongkong and Lamock ... do.

South coast of China between Hongkong and Hainan ... do.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 20th.

	Previous Day at 1 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.74	29.74	29.70
Temperature	84	83	86
Humidity	78	84	71
Wind Direction	E	E	E
Force	4	4	5
Weather	0	0	0
Rain	0.02	0.00	0.02

Highest open-air Temperature on 19th ... 85

Lowest open-air Temperature on 20th ... 82

## BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	W.L. July 15	W.L. July 19
Wuchow, W. River	Feet, +78.60	Feet, -2.43	Feet, —	Feet, —
Kongmoon, W. River	+14.70	-0.80	5.4	6.0
Linkonghow, N. River	+57.00	—	—	—
Samahai, N. River	+27.25	-5.00	8.2	7.3
Shaklung, E. River	+15.15	-0.98	0.8	0.5

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